

2.0 ENVIRONMENTAL AND REGULATORY SETTING

1. PURPOSE

The following discussion of the Environmental and Regulatory Setting addresses those physical and regulatory conditions that characterize not only the Landmark Village site, but also local and regional areas in the Landmark Village vicinity, as required by the California Environmental Quality Act (CEQA) Guidelines Section 15125. This section is tiered from the previously certified Newhall Ranch Specific Plan Program EIR, under the authority of State CEQA Guidelines Sections 15168 and 15152. It also incorporates by reference specific sections of the Newhall Ranch Specific Plan Program EIR in accordance with State CEQA Guidelines Section 15150.

Section 2.0 of the Newhall Ranch Specific Plan Program EIR identified and analyzed the existing environmental and regulatory setting for the entire Newhall Ranch Specific Plan. All subsequent project-specific development plans and tentative subdivision maps must be consistent with the Newhall Ranch Specific Plan, adopted in May 2003. The project must also be in compliance with the County of Los Angeles General Plan and Santa Clarita Valley Area Plan.

2. ENVIRONMENTAL SETTING

The information presented in the Newhall Ranch Specific Plan Program EIR, Section 2.0, Environmental and Regulatory Setting, provides a detailed regional assessment of the area surrounding the entire Newhall Ranch Specific Plan, including the Landmark Village site and related off-site improvements. This assessment is incorporated by reference (*State CEQA Guidelines* Section 15150).

a. Regional Setting

The Landmark Village site is located within the approved Newhall Ranch Specific Plan, which is located in the northwestern portion of unincorporated Los Angeles County, in the Santa Clara River Valley (see **Figure 1.0-1, Regional Location**, for the regional location). The project site is within the County's Santa Clarita Valley Planning Area and partially within the Castaic Area Community Standards District. The Santa Clarita Valley Planning Area is generally bound by the Los Padres and Angeles National Forest areas to the north; Agua Dulce and the Angeles National Forest to the east; the major ridgeline of the Santa Susana Mountains, which separates the Santa Clarita Valley from the San Fernando and Simi Valleys, to the south; and Ventura County to the west. The Castaic Area Community Standards District (CSD) defines the Castaic area of influence within Los Angeles County and describes the development standards governing the Castaic area. The Castaic Area CSD boundary includes, among other areas, part of the Newhall Ranch development; however, the CSD acknowledges that development in the Newhall Ranch Specific Plan area is exempt from the provisions of the CSD and governed by the approved

Newhall Ranch Specific Plan, as long as the Specific Plan remains in effect as to that area. The proposed Landmark Village project is the first development phase of the Newhall Ranch Specific Plan.

b. Local Setting

As illustrated in **Figure 1.0-3, Project Boundary/Environmental Setting**, the 292-acre Landmark Village tract map site is generally located due west of the confluence of Castaic Creek with the Santa Clara River. The northern bank of the Santa Clara River forms the southern boundary of the tract map site, and State Route 126 (SR-126) defines the tract map site's northern boundary. The eastern boundary abuts Castaic Creek. The City of Santa Clarita is located east of the site just beyond Interstate 5 (I-5), approximately 1 mile from the tract map site.

A series of improvements located off site of the Landmark Village tract map site are required to support proposed uses. A description of the local setting for each off-site improvement is described below and illustrated on **Figure 1.0-3**.

As shown on **Figure 1.0-3**, the Adobe Canyon borrow site is located in the northeastern portion of the approved Newhall Ranch Specific Plan, just south of the Santa Clara River and adjacent to Long Canyon. The Adobe Canyon borrow site would be used to import fill to the Landmark Village tract map site. Off-site grading also is required in the low-lying hills north of SR-126, east of Chiquito Canyon Road, and within and adjacent to the banks of the Santa Clara River at and downstream of the tract map site (Chiquito Canyon grading site). This site would be graded to accommodate roadway improvements to SR-126, and debris basins for stormwater flows collected by the tract map's storm drainage system. All of these improvements are proposed on unimproved land within the approved Newhall Ranch Specific Plan.

The proposed project also would require a water delivery system. As shown on **Figure 1.0-29, Landmark Village Potable Water System Infrastructure**, the proposed water delivery system consists of one new water tank and three pressure regulating stations connected to a network of 18- to 20-inch water mains that generally follow the southern right-of-way for SR-126 and major roadways. A network of 8-inch lines located within the planned roadway network would distribute the water for connection to laterals located on individual lots.

A single water pressure zone (Zone 1A) overlies the project site, and is supplied potable water via the three pressure regulating stations from Zone 1 that will provide all the potable water supply for the system serving Zone 1A, which contains the proposed Landmark Village VTTM No. 53108. Pressure Zone 1 serves uses at an elevation of less than 1,160 feet above mean sea level (MSL) and is comprised of

three storage tanks with a combined storage capacity of 8.3 million gallons and numerous sources of supply consisting of existing groundwater wells and CLWA turnouts.

For reclaimed water storage, the Round Mountain Tank, which is currently used for potable water, would be converted to a reclaimed water tank, with reclaimed water lines to serve the tract map site. The setting for each tank site is illustrated on **Figure 1.0-3**.

Finally, **Figure 1.0-3** depicts the utility corridor area. The utility corridor would house various utilities needed to serve the Landmark Village tract map site, including water/reclaimed water lines, sewer lines, telephone/cable lines, and other utilities. The corridor extends from the Landmark Village tract map site and travels within the existing roadway rights-of-way for SR-126, Henry Mayo Drive, The Old Road, and Wolcott Road. The utility corridor extends west along the southern edge of the SR-126 right-of-way to the site of the approved Newhall Ranch Water Reclamation Plant (WRP), and to the east where it travels along SR-126 to Henry Mayo Drive until reaching The Old Road; whereupon, the alignment turns south to Round Mountain. Franklin Parkway and Wolcott Way is also used for utility service to Landmark Village. Electric power, telephone, cable television, and water are brought across SR-126 to the Landmark Village project from the existing terminus of these utilities near the post office site approximately 3500 feet east of Wolcott Way.

Surrounding land uses are described in detail in the Newhall Ranch Specific Plan Program EIR.

c. Public Services

The Newhall Ranch Specific Plan Program EIR addressed the public services required to implement the approved Newhall Ranch Specific Plan. Such services are discussed in this EIR in the context of the proposed Landmark Village project. For example, Valencia Water Company is identified as the local retail water purveyor for the proposed Landmark Village tract map site. Please refer to this EIR, **Section 4.10, Water Service**, for additional information regarding water supply and demand and related issues.

In addition, the Newhall Ranch Specific Plan Program EIR provided a complete description of wastewater disposal, police and fire protection services, area school districts, library services, and park and recreation facilities for the entire Newhall Ranch Specific Plan. Such services are discussed below in the context of the proposed Landmark Village tract map site.

As to the proposed Landmark Village tract map site, there are two options for treatment and disposal of wastewater generated by on-site uses. One option involves connection to the existing wastewater facilities of the Santa Clarita Valley Joint Sewage System (SCVJSS), which consists of an interconnected

network of trunk sewer lines and appurtenant facilities that link to existing treatment plants in the Santa Clarita Valley. A second option involves construction of the first phase of the Newhall Ranch WRP, which represents the long-term plan for the treatment and disposal of effluent generated by future uses within the Newhall Ranch Specific Plan. Please refer to this EIR, **Section 4.11, Wastewater Disposal**, for additional information regarding such wastewater facilities and services.

The proposed Landmark Village project tract map site would be served by the County of Los Angeles Sheriff's Department, and the California Highway Patrol would provide traffic regulation, enforcement, and other services on I-5, SR-126, State Route 14 (SR-14), and other major roadways in unincorporated Los Angeles County. Please refer to this EIR, **Section 4.13, Sheriff Services**, for additional information regarding the provision of such services for the proposed Landmark Village tract map site.

Fire protection and emergency medical response services for the proposed Landmark Village tract map site would be provided by the Los Angeles County Fire Department. Please refer to this EIR, **Section 4.14, Fire Protection Services**, for additional information regarding the provision of such services.

The proposed Landmark Village tract map site would be served by Castaic Union School District for elementary and junior high school levels and the William S. Hart Union High School District would provide high school education. Please refer to this EIR, **Section 4.15, Education**, for additional information regarding such educational services.

Library services for the proposed Landmark Village tract map site would be provided by the County of Los Angeles Public Library system. Please refer to this EIR, **Section 4.17, Library Services**, for additional information regarding such library services.

Parks and recreation would be provided on the proposed Landmark Village tract map site, along with several other existing and proposed parks and recreational facilities in proximity to the site. Please refer to this EIR, **Section 4.16, Parks and Recreation**, for additional information regarding such parks and recreational facilities and services.

d. Site Characteristics

The proposed Landmark Village tract map site is currently cultivated with row crops. Miscellaneous ancillary sheds used to store agricultural equipment are found on the site. Several dirt roads provide access to the cultivated fields. Multiple abandoned oil wells along with water wells are also dispersed within the tract map boundary. Land within the Adobe Canyon borrow site, Chiquito Canyon grading site, and along the utility corridor is characterized by undeveloped road right-of-way, is generally disturbed by agricultural cultivation, cattle grazing, oil production, or contains native vegetation like

chaparral and coastal sage scrub. Similarly, potable water tank construction is planned on disturbed land, containing non-native grasslands and coastal sage scrub. Vacant land found along the Santa Clara River characterizes the site of the proposed Long Canyon Road Bridge, bank protection, and the reclaimed water tank site (see **Figure 2.0-1, Existing Land Use**).

(1) Geotechnical Resources

The Landmark Village site, including related off-site improvements, is located within the tectonically active Transverse Ranges of Southern California and is cut by segments of the potentially active Del Valle and Salt Creek Faults. Bedrock formations found on the study area include the Pico and Saugus Formations. Surficial deposits include quaternary alluvium and older alluvium along with artificial fill.

As shown on **Figure 2.0-2, Mineral Resource Zones**, the Landmark Village site and related off-site improvements are also underlain by mineral and gravel deposits. The California Department of Conservation, Division of Mines and Geology, categorizes the tract map site as a Mineral Resource Zone (MRZ-2). This zone indicates that information exists, which identifies a substantial deposit of mineral and/or gravel resources in this area. Please refer to **Section 4.1, Geotechnical and Soil Resources**, for additional information on existing geotechnical and soil resources on the Landmark Village site.

(2) Biology

The proposed Landmark Village tract map site is disturbed by historic and ongoing agriculture activity; however, existing sensitive biological resources and habitat types occur on the project site and within its vicinity. On-site vegetation communities vary depending upon their location on the project site. In addition to disked farm fields, habitat communities include, among others, non-native grassland, upland scrub habitat and sensitive riparian habitat located primarily in areas adjacent to and within the Santa Clara River to the south of the project site.

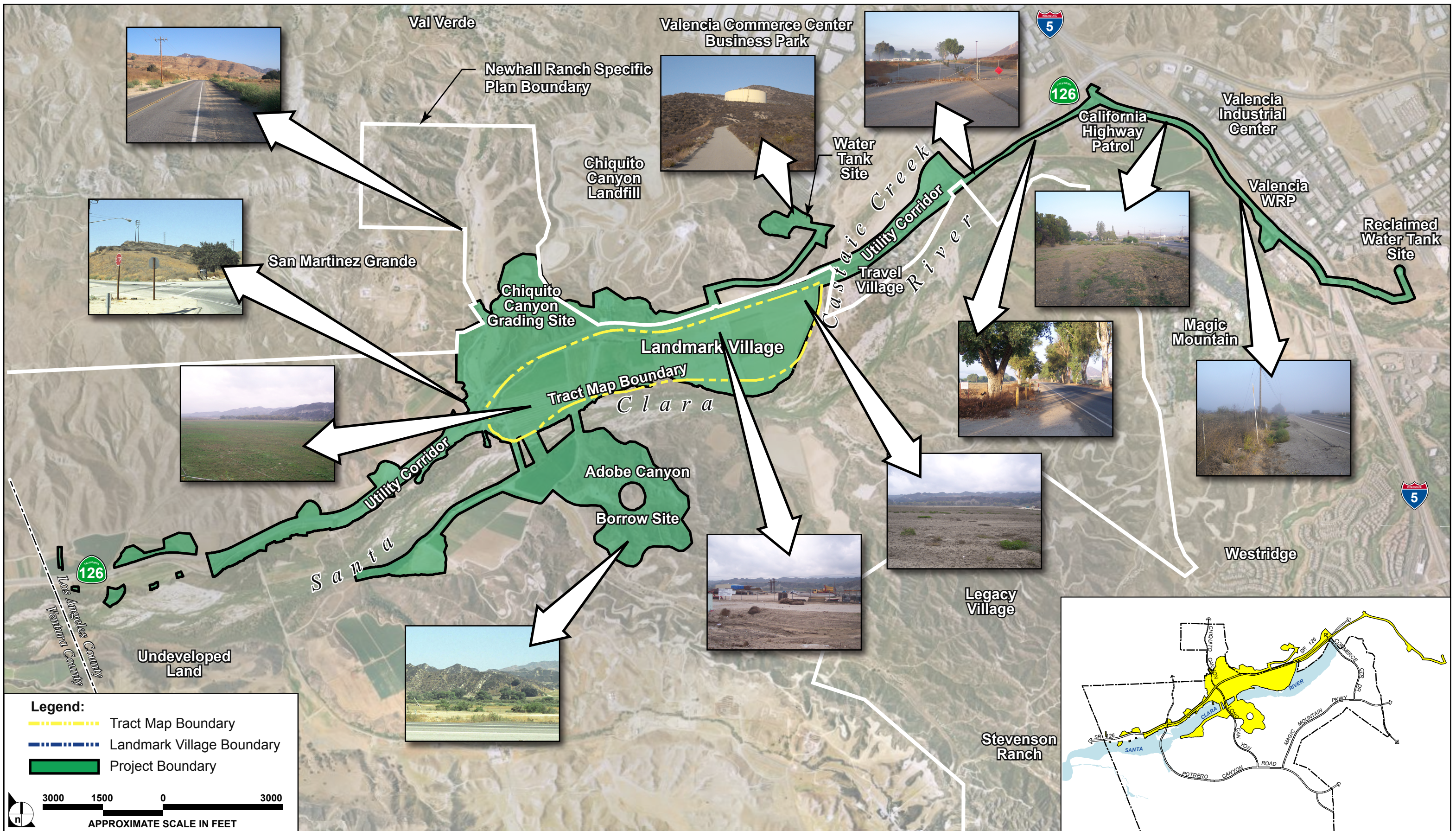
The Adobe Canyon borrow site is generally in an undeveloped state with the exception of a few access roads for oil well drill pads. This site is dominated by coastal sage scrub, but also includes areas of coastal sage chaparral scrub, non-native grassland, and live oak woodland. Portions of Long Canyon and the lower portion of Adobe Canyon have been used for agricultural purposes. Dumped fill associated with past oil well drilling activities exists at various locations within the Adobe Canyon borrow site.

The Chiquito Canyon grading site is characterized by non-native grassland, coastal sage scrub vegetation, and agricultural/disturbed areas. The land is generally in an undeveloped state with the exception of a few access roads for oil well drill pads. Dumped fill associated with past oil well drilling activities is present at the eastern portion of the site. A Southern California Edison easement traverses the northern

portion of the area. An existing electrical tower within this easement is located at the top of one of the proposed, semicircular cut-slopes. A dirt road currently exists to provide access to this tower. A second power line easement is present at the southern portion of the site.

The utility corridor alignment and water tank site in the Valencia Commerce Center represent disturbed, vacant land containing ruderal vegetation and disturbed/developed uses. Vegetation communities on the water tank site within Chiquito Canyon are dominated by coastal sage scrub.

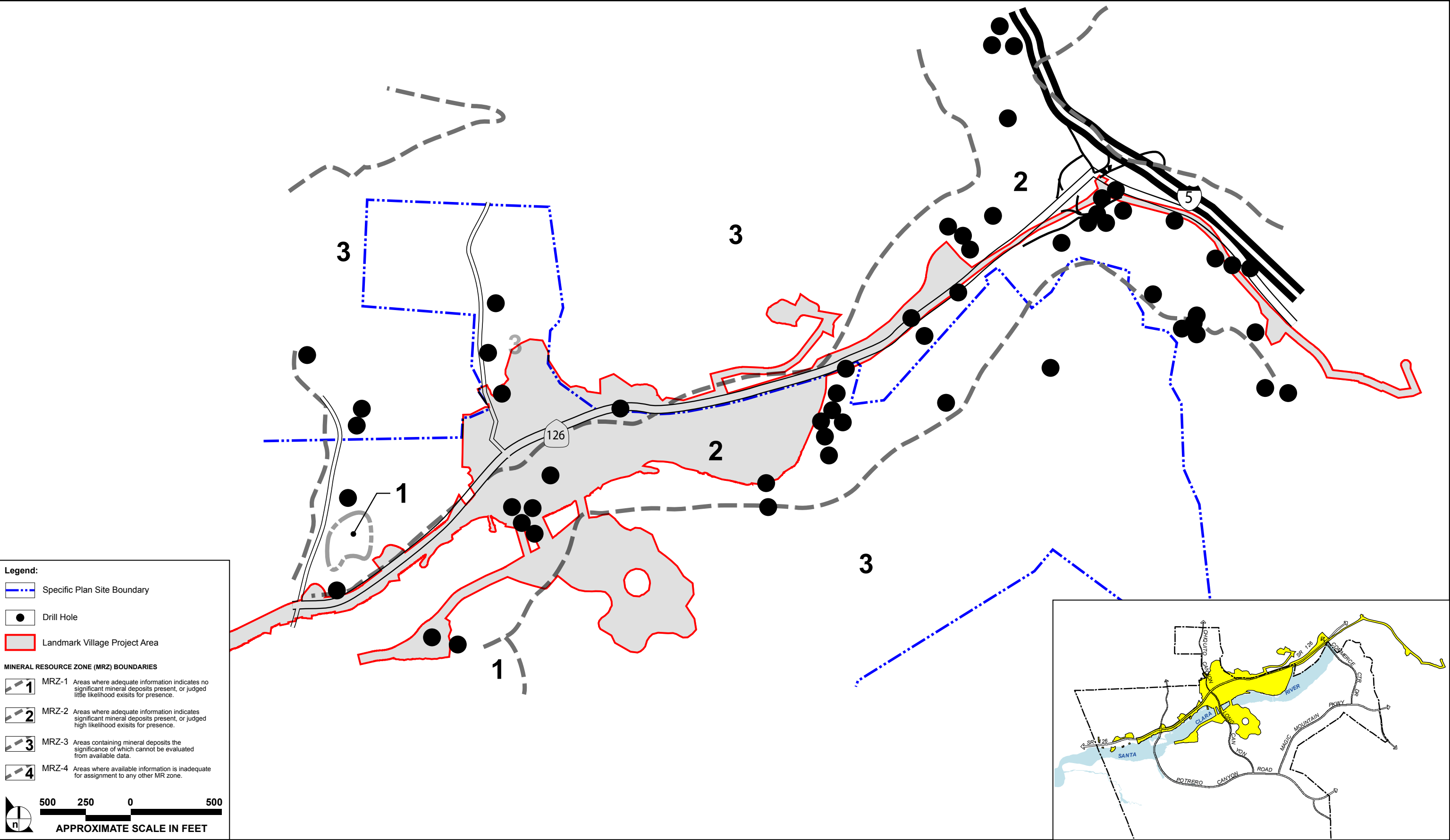
As mentioned above, the Santa Clara River forms the southern boundary of the Landmark Village tract map site and is the site of the proposed Long Canyon Road Bridge and buried bank stabilization. The Santa Clara River represents the last major unchannelized river in Los Angeles County. The river area is located within the approved Specific Plan River Corridor Special Management Area (SMA), which is also designated as part of the County's Significant Ecological Area (SEA) 23. The approved River Corridor SMA/SEA 23 area south of the project site was protected at the Specific Plan level because of the resource values present in that designated area. The area includes riparian habitats and associated species, and it also functions as a regional east/west wildlife movement corridor. The approved River Corridor SMA/SEA 23 includes habitat for the endangered unarmored three-spine stickleback (known to be present), least Bell's vireo (known to be present), and the southwestern arroyo toad (not known to be present). Other sensitive or threatened species in the River Corridor SMA/SEA 23 area include the arroyo chub, Santa Ana sucker, two-striped garter snake, southwestern spadefoot toad, and the southwestern pond turtle.



SOURCE: Impact Sciences, Inc. – February 2008

FIGURE 2.0-1

Existing Land Use



SOURCE: California Department of Conservation, Division of Mines and Geology; Mineral Land Classification Map, Aggregate Resources Only, 1987.

FIGURE 2.0-2

Mineral Resource Zones

In conjunction with approval of the Specific Plan, the Los Angeles County Board of Supervisors approved a program-level SEA Conditional Use Permit (SEA CUP). The approved SEA CUP allowed some Specific Plan development within the River Corridor SMA/SEA 23 boundaries. This development is comprised of three bridge crossings, including the Long Canyon Road Bridge, buried, and exposed bank stabilization, trails, and development on mostly agricultural land within the approved River Corridor SMA/SEA 23 area. The applicant is seeking a project-level SEA CUP for proposed project development within the River Corridor SMA/SEA 23 in order to ensure consistency with both the adopted Specific Plan and the approved program-level SEA CUP.

Please refer to **Section 4.4, Biota**, of this EIR for additional information on the existing sensitive biological resources on the Landmark Village site, along with the consistency analysis for project-level development within the approved River Corridor SMA/SEA 23 area of the proposed project.

(3) Topography

The Landmark Village tract map site and related off-site improvements are part of the Ventura Basin of Southern California, which is a westerly-plunging depositional basin produced by tectonic downwarping initiated during the early Miocene period (13 to 25 million years before the present). Topography of the tract map site slopes gently in a southwesterly direction (see **Figure 2.0-3, On-Site Topography**). On-site elevations range from 950 feet above mean sea level (msl) along the eastern boundary of the project site to approximately 900 feet msl along the eastern property boundary.

Steep slopes and valley floors characterize land within the Adobe Canyon borrow site and the Chiquito Canyon grading site. Elevations on the Adobe Canyon borrow site range from approximately 920 feet (near the river) rising to 1,260 feet above msl further south. Elevations within the Chiquito Canyon site range from approximately 970 feet near SR-126 rising to 1,190 feet above msl further north. Topography along the utility corridor is relatively flat with elevations generally around 900 feet msl. Distinctive features in the surrounding area include an unnamed plateau located west of Sawtooth Ridge along the northeastern side of Long/Adobe Canyon.

There are other distinctive ridges within the Santa Susana Mountains, which comprise the land located within the Newhall Ranch Specific Plan.

(4) Drainage Characteristics

The Landmark Village project site is within the Santa Clara Valley River basin. Numerous named and unnamed drainages are present in the site vicinity including Salt Creek, Potrero Creek, Chiquito Creek, Long Canyon Creek, and San Martinez Grande Creek.

The 50-year capital floodplain (as defined by the Flood Control Division of the Los Angeles County Department of Public Works) of the Santa Clara River is located on the Landmark Village project site. The reach of the Santa Clara River within the Specific Plan site has year-round low flows created primarily by tertiary-treated effluent discharge from the Valencia WRP. Natural flows in the river only occur in the winter due to storm runoff. The flows vary significantly from year to year. In addition, there can be short-term releases from Castaic Lake during summer months that reach the river via Castaic Creek, which joins the river at the Specific Plan site.

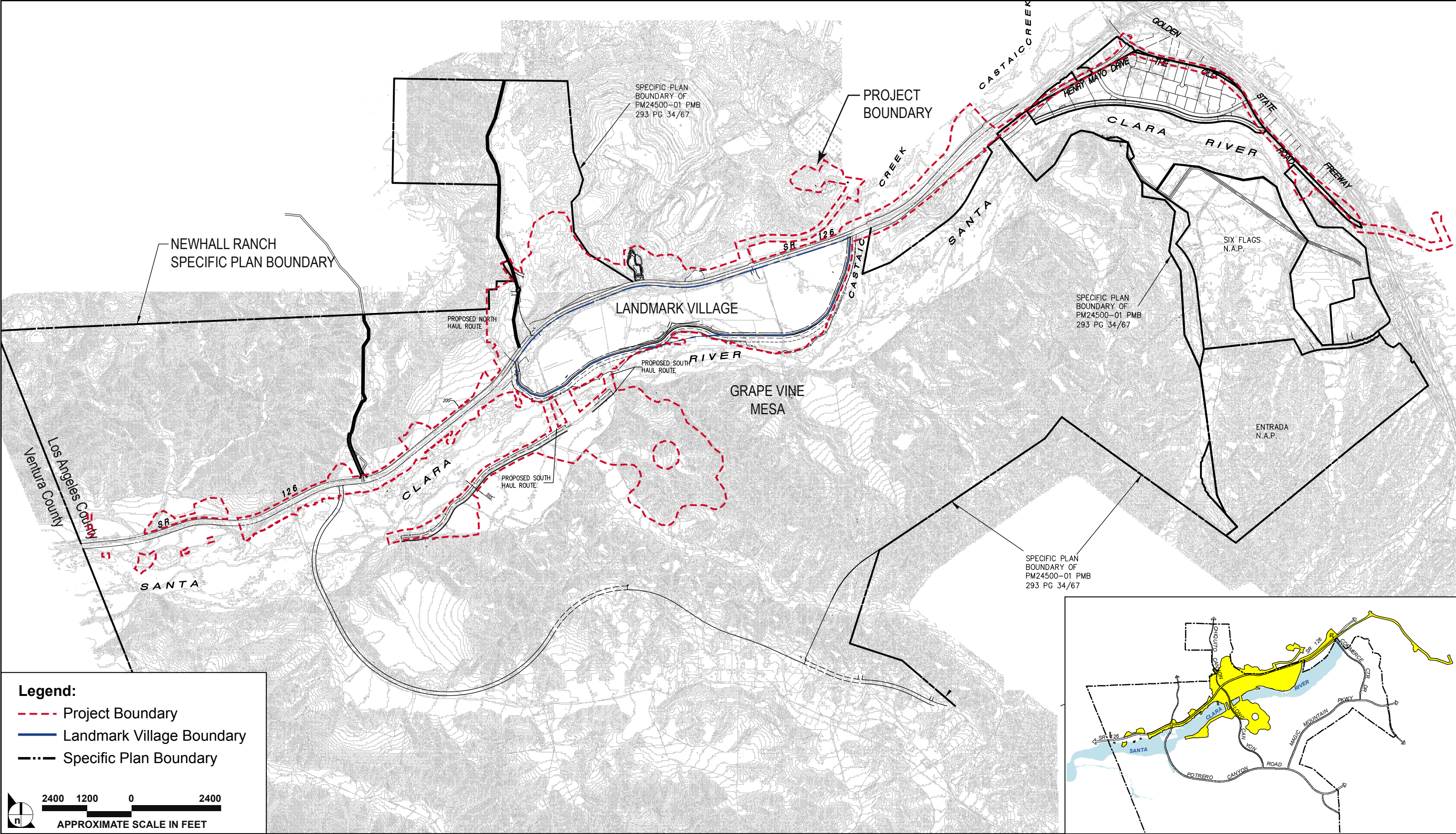
Beneath the surface of the Landmark Village site and related off-site improvements, ground water is found within the Alluvial aquifer and the deeper Saugus Formation. The Newhall Ranch Specific Plan Program EIR provides a thorough description of the drainages in the Landmark Village area. Additionally, please refer to **Section 4.2, Hydrology**, and **Section 4.5, Floodplain Modifications**, for additional information on the drainage characteristics of the Landmark Village project site, including related off-site improvements.

(5) Cultural Resources

The Pico and Saugus Formations, which exist within the study area, are known to have a high-to-moderate potential for yielding paleontological resources. One prehistoric archaeological site exists within the boundary of the Landmark Village Vesting Tentative Tract Map No. 53108 (CA-LAN-2234). A subsequent Phase II investigation concluded that CA-LAN-2234 represented introduced fill used for erosion control that was artifact bearing. It appeared to be derived from the nearby site CA-LAN-2233 located north of SR-126 outside the study area and did not represent an extant archaeological site. Please refer to this EIR, **Section 4.22, Cultural/Paleontological Resources**, for additional information on the archaeological and paleontological resources found on the Landmark Village tract map site and related off-site improvement locations.

(6) Noise

The Newhall Ranch Specific Plan Program EIR provided a detailed assessment of noise issues associated with Specific Plan development. Specific point sources of noise in the Landmark Village study area include SR-126, the Chiquita Canyon Landfill, the Travel Village Recreational Vehicle (RV) Park, Valencia Commerce Center Business Park, and the Valencia WRP. The noise from SR-126 is generated from vehicular traffic. Magic Mountain Theme Park is too distant from the project site to provide a point noise source to the Landmark tract map site. Most of the noise at the Chiquita Canyon Landfill is generated by



SOURCE: PSOMAS – July 2005, Impact Sciences, Inc. – March 2009

FIGURE 2.0-3

On-Site Topography

truck traffic to and from the landfill. Noise levels generated by landfill operations are very low at the landfill property boundary, 50 dB(A) or less, and are hardly perceptible on the Landmark Village tract map site. Noise generated by Travel Village, Valencia Commerce Center Business Park, and the Valencia WRP typically involves human activity or motor vehicles. Please see this EIR, **Section 4.8, Noise**, for additional information regarding the existing noise conditions on the project site and within its vicinity.

(7) Air Quality

The Newhall Ranch Specific Plan Program EIR provided an assessment of the air quality issues relative to the Landmark Village project, which lies within the South Coast Air Basin (SCAB). Please refer to this EIR, **Section 4.9, Air Quality**, for additional information on ambient air quality on and in the vicinity of the Landmark Village project site and related off-site improvements.

(8) Existing Roadway Network

Direct regional access to the Landmark Village tract map site and related off-site improvements is currently provided by SR-126. The I-5/SR-126 interchange is located approximately 0.5 mile east of the Landmark Village tract map site. Initially, access to the tract map site will be obtained from SR-126 via the existing intersections of Wolcott Road and Chiquito Canyon Road. The proposed project would construct interim intersections with SR-126, which would be consistent with the project's planned potential future interchange alignments for Wolcott Road/SR-126 and Long Canyon Road/SR-126. These two potential future grade separated crossings would be constructed if future traffic volumes determine that the crossings are warranted. The environmental impacts associated with these future crossings are evaluated in this EIR. Future phases of Newhall Ranch will provide access to and from the south via the Long Canyon Road Bridge. The Landmark Village tract map site itself is currently under active agricultural cultivation and does not contain an improved roadway network.

Please refer to this EIR, **Section 4.7, Traffic/Access**, for additional information on the existing roadway network on the Landmark Village project site and within its vicinity.

3. REGULATORY SETTING

a. Los Angeles County General Plan, Santa Clarita Valley Area Plan, and Planning and Zoning Code

State planning law mandates that every city and county prepare a General Plan. A General Plan is a comprehensive policy document outlining the capacity of future development in a city or county. This policy statement is divided into seven elements: Land Use, Housing, Circulation, Open Space,

Conservation, Noise, and Safety. The Land Use Element has the broadest scope of all the General Plan Elements. The Land Use Element establishes the pattern of land use and sets standards and guidelines to regulate development.

Two plans govern unincorporated land development in the Santa Clarita Valley Planning Area. These include components of the County of Los Angeles General Plan and the Santa Clarita Valley Area Plan. The County of Los Angeles General Plan serves as the overall policy document for the unincorporated portions of the County, including the Landmark Village site. The land use designations are very broad in nature, as are the types of uses permitted within each designation. More detailed area plans have been prepared for various planning areas throughout the County. The Santa Clarita Valley Area Plan is the community plan that provides detailed policy statements, land uses, and development standards for the Landmark Village site. Absent adoption of a specific plan, the County of Los Angeles Zoning Code provides precise development guidelines (i.e., permitted and conditionally permitted land uses, minimum lot sizes, building heights, maximum square footage, etc.).

As discussed earlier in the **Introduction** to this EIR, the project site is located within the approved Newhall Ranch Specific Plan area, which was adopted by the Los Angeles County Board of Supervisors on May 27, 2003, consistent with Title 22, Chapter 22.46 of the Los Angeles County Zoning Code. The Newhall Ranch Specific Plan implements the goals and policies of the Los Angeles County General Plan and Santa Clarita Valley Area Plan on a focused, site-specific basis. The Specific Plan contains a conceptual development plan, development regulations, design guidelines, and implementation mechanisms consistent with the goals, objectives, and policies of the Los Angeles County General Plan and Santa Clarita Valley Area Plan.

The authority to adopt a Specific Plan ultimately lies in state planning law contained in Sections 65450 through 65457 of Title 7, Division 1, Chapter 3, Article 8 of the California Government Code, which includes a requirement that a Specific Plan be consistent with a jurisdiction's General Plan. Because any adopted Specific Plan must be consistent with the County General Plan and the Santa Clarita Valley Area Plan, all future projects filed within the Newhall Ranch Specific Plan area, which are found to be consistent with the Specific Plan, will also be consistent with the County General Plan and Santa Clarita Valley Area Plan. Please refer to the certified Newhall Ranch Specific Plan Program EIR for an evaluation of the Specific Plan's consistency with the County General Plan and Santa Clarita Valley Area Plan.

b. Newhall Ranch Specific Plan

The Newhall Ranch Specific Plan is a comprehensive document that guides future development of the Newhall Ranch property and serves as the zoning for the entire Specific Plan area. A specific plan is a zoning document that sets forth development guidelines and policies to be utilized by landowners,

developers, and public agencies when considering development plans for an area. A specific plan is a substitute for standard zoning and is used to address the unique qualities of a particular property.

The proposed Landmark Village project represents the first subdivision map filed within the approved Newhall Ranch Specific Plan. All development constructed within the Specific Plan area is subject to development standards for grading and drainage, trails and walkways, landscaping, building mass, building density, setbacks, lighting, and fencing. These standards are enforced during the County of Los Angeles project review and plan check process. An analysis has been prepared which demonstrates the consistency of the proposed Landmark Village project with the approved Newhall Ranch Specific Plan and can be found in Recirculated Draft EIR **Appendix 2.0**.

The Newhall Ranch Specific Plan is divided into distinct villages based on natural landmarks and topographic features. The project site is located within Riverwood Village portion of the Specific Plan, which is that area located north of the Santa Clara River and south of SR-126. As illustrated on **Figure 2.0-4, Existing Specific Plan Land Use Designations**, the Landmark Village site is designated as Low-Medium Residential (LM), Medium-Residential (M), Commercial (C), and Mixed-Use (MU) development. Surrounding land use designations include the River Corridor SMA/SEA 23, which abuts the southern boundary of the project site, while Mixed-Use and Business Park uses are found north of SR-126 opposite the project site.

The Low Medium Residential designation allows both attached and detached homes. The minimum lot size is 2,500 square feet with a minimum front yard setback set at 18 feet. A 5-foot minimum side yard setback applies to detached product, while attached units may have a zero lot line subject to certain criteria.

The Medium Residential designation allows a variety of housing types including small lot, single-family detached and attached units along with multi-family homes. The minimum lot size for a detached home is 2,500 square feet, with a minimum front yard setback of 18 feet and side yard setback of 5 feet. There is no minimum lot size for the attached homes under this category, although a 10-foot front yard setback does apply.

The Commercial land use designation permits maximum site coverage of 50 percent with a minimum front setback of 20 feet. Building height is restricted to a maximum of 45 feet. Mixed-Use designations are more permissive, and contain no maximum site coverage requirements and no minimum front setbacks. Building height is restricted to a maximum of 55 feet.

Development standards also apply for major open areas such as the River Corridor SMA/SEA 23 that abuts the southern Landmark Village project boundary. A required setback applies from the property

line adjacent to the River Corridor SMA/SEA 23 area. The Newhall Ranch Specific Plan, Section 2.6 Resource Management Plan, at page 2-105, subsection (v), states:

A minimum 100 foot wide buffer adjacent to the Santa Clara River should be required between the top river-side of bank stabilization and development within the Land Use Designations Residential Low Medium, Residential Medium, Mixed Use and Business Park unless, through Planning Director review in consultation with the staff biologist, it is determined that a lesser buffer would adequately protect the riparian resources within the River Corridor or that a 100 foot wide buffer is infeasible for physical infrastructure planning. The buffer may be used for public infrastructure, such as: flood control access; sewer, water and utility easements; abutments; trails and parks, subject to findings of consistency with the Specific Plan and applicable County policies.

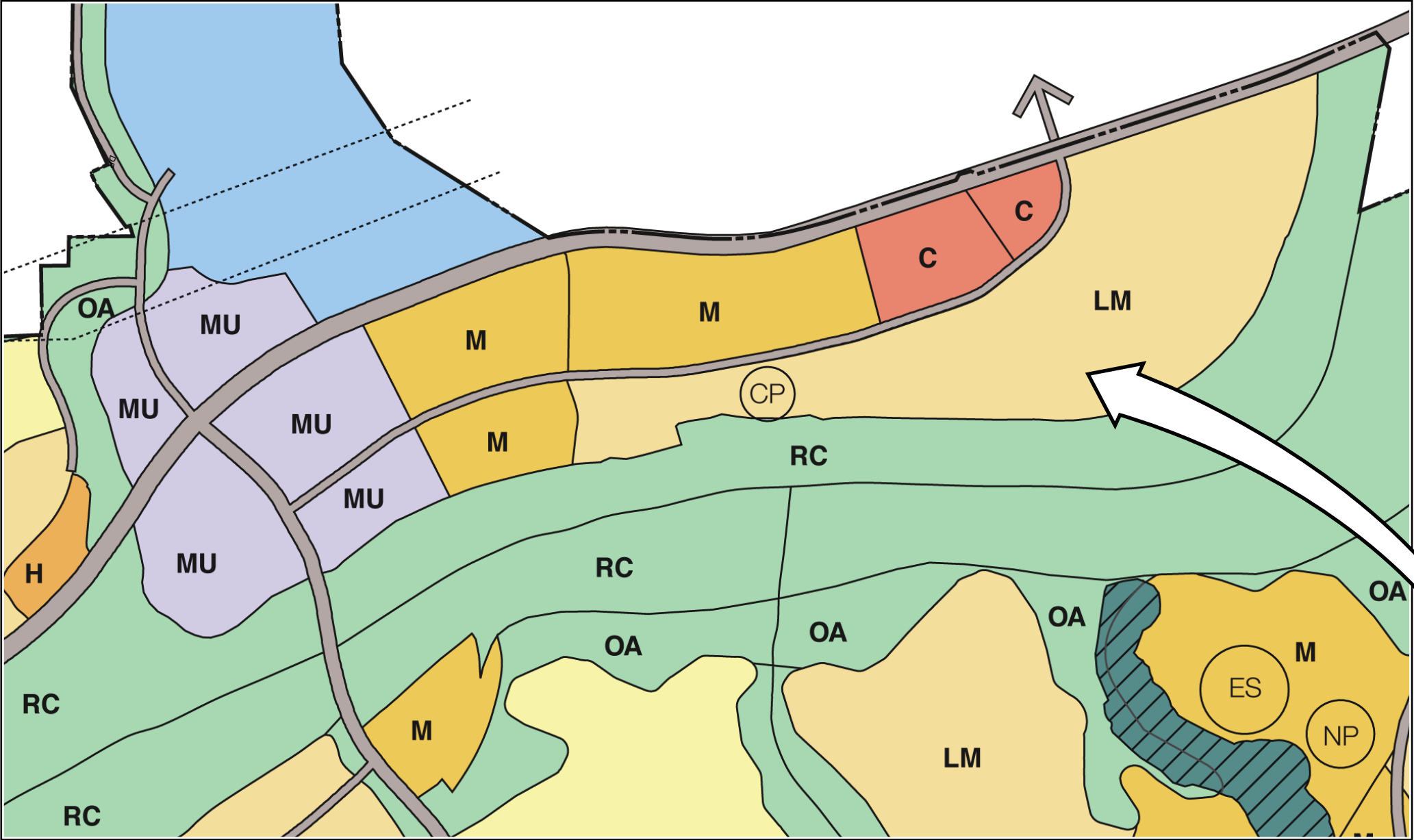
Maximum building height adjacent to the River Corridor SMA/SEA 23 is restricted to 25 feet.

The Specific Plan contains provisions to monitor future development to ensure compliance with the regulations and standards of the Specific Plan, and to establish a record of progress in the phasing of development and implementation of required infrastructure. To accomplish these tasks, the monitoring program divides the Specific Plan into planning areas within each village and lists the land use as well as the number of housing units and/or non-residential building square footage.

The Landmark Village project is located within planning area RW-27, and RW-29 through RW-36 of the Newhall Ranch Specific Plan. A map depicting the Newhall Ranch Specific Plan Planning Areas is found in this EIR, **Section 1.0, Project Description, Figure 1.0-3a, Newhall Ranch Specific Plan – Planning Areas of Riverwood Village**. A maximum of 1,444 dwelling units is allowed in the Approved Specific Plan Riverwood Village, along with approximately 1,549,500 square feet of commercial/mixed-use development in the designated planning areas.

In total, the proposed Landmark Village project contains 1,444 dwelling units and 1,033,000square feet of commercial mixed-use development. Based on the type and organization of land use patterns and the proposed amount of development, the proposed Landmark Village project is considered consistent with the land use designations and permitted development shown in the approved Newhall Ranch Specific Plan.

Table 2.0-1, Newhall Ranch Specific Plan – Maximum Allowed Land Use by Type-Project Planning Areas, shows the maximum allowed land uses by type for the planning areas within the Landmark Village project site.



Legend:

- E ESTATES
- L LOW DENSITY
- LM LOW-MEDIUM DENSITY
- M MEDIUM DENSITY
- H HIGH DENSITY
- MU MIXED USE
- C COMMERCIAL
- BP BUSINESS PARK
- VS VISITOR SERVING
- OA OPEN AREA
- RC RIVER CORRIDOR
- HC HIGH COUNTRY
- CDFG SPINEFLOWER CONSERVATION EASEMENTS
- ROADS*
- SCE/UTILITY EASEMENT

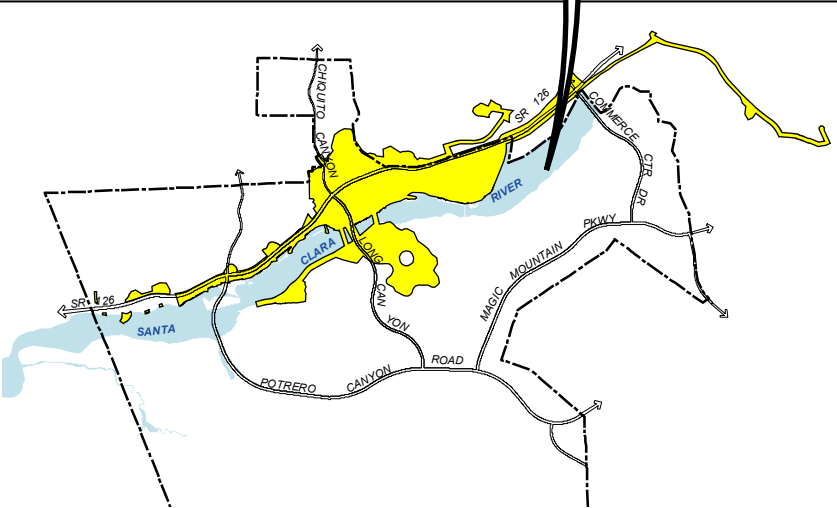
LAND USE OVERLAYS (POTENTIAL LOCATIONS)

- CP COMMUNITY PARK
- NP NEIGHBORHOOD PARK
- ES ELEMENTARY SCHOOL
- JH JUNIOR HIGH SCHOOL
- HS HIGH SCHOOL
- LIB LIBRARY
- GC GOLF COURSE
- LK COMMUNITY LAKE
- FS FIRE STATION
- S ELECTRICAL SUBSTATION
- WR WATER RECLAMATION PLANT

*Roads/road right of way within CDFG spineflower conservation easements and all other spineflower preserves are subject to realignment prior to subdivision approval pursuant to Board motion (March 25, 2003).



NOT TO SCALE



SOURCE: River Village Planning Notebook – August 2003

FIGURE 2.0-4

Existing Specific Plan Land Use Designations

Table 2.0-1
Newhall Ranch Specific Plan
Maximum Allowed Land Use by Type-Project Planning Areas

Planning Area	Residential*		Mixed-Use* and Commercial	
	Gross Acres	Maximum Units	Gross Acres	Max Sq. Ft.
RW-27	--	--	27.8	594,000
RW-29	--	--	25	475,500
RW-30	--	--	12.5	283,500
RW-31	26.5	456	--	--
RW-32	14.1	302	--	--
RW-33	39.5	600	--	--
RW-34	118.5	801	--	--
RW-35	--	--	15.6	196,500
RW-36 ¹	--	--	6.7	
TOTAL	198.6	1,444*	87.6	1,549,500

* Although the number of units in the column exceeds 1,444, the total approved number of units is capped. The approval of extra units in the various planning areas only allows for greater flexibility in the overall land plan. However, the total number of residential units within the Planning Areas RW-27 and RW-29 through RW-34 shall not exceed 1,444 dwelling units according to footnote 3 of Table 5.4-1 "Annotated Land Use Plan Statistical Table" of the Newhall Ranch Specific Plan.

¹ This area is identified as a potential site for a transit station.

To assess the Landmark Village project's consistency with the policies and objectives of the approved Newhall Ranch Specific Plan, please refer to Recirculated Draft EIR **Appendix 2.0**. Based on the Specific Plan compliance/consistency analysis found in this EIR, it can be determined that the Landmark Village project is consistent with the adopted policies and objectives of the Newhall Ranch Specific Plan. The Los Angeles County Regional Planning Commission and Board of Supervisors will conduct discretionary review of the Landmark Village project's consistency with the approved Specific Plan.

c. Castaic Area Community Standards District

The Castaic Area CSD defines the Castaic area of influence within Los Angeles County and describes the development standards governing growth within the Castaic area community. The Castaic CSD was approved by the Los Angeles County Board of Supervisors in December 2004, and was established to protect the rural character, unique appearance, and natural resources of the Castaic area communities. The CSD also ensures that new development will be compatible with the Castaic area's existing neighborhoods and with the goals of the Santa Clarita Valley Area Plan. Finally, the CSD promotes the establishment of trucking-related businesses in locations where trucking activities presently occur, while ensuring that the trucking businesses do not interfere with the community's residential character,

circulation, and traffic patterns. The CSD generally includes the existing communities of Castaic, Castaic Junction, Val Verde, Hasley Canyon, Hillcrest, and Paradise Ranch; the canyons of Charlie, Tapia, Romero, Sloan, and Violin; the Valencia Commerce Center; the Peter Pitchess Detention Center; the Northlake development and part of the Newhall Ranch development, both of which are governed by specific plans.

The Castaic Area CSD does not apply to areas within the CSD boundary governed by a specific plan or development agreement that was approved prior to the effective date of the CSD, as long as such specific plan or development agreement is legally valid and has not terminated. In this instance, the Castaic Area CSD recognizes that the Newhall Ranch Specific Plan area will be governed by the Specific Plan, including any amendments thereto; and, therefore, is exempt from the provisions of the Castaic Area CSD.

d. Regional Plans and Policies

Regional planning considerations and federal air and water quality laws have increased the relative importance of land use planning in a regional context. Southern California Association of Government's (SCAG's) *Regional Comprehensive Plan and Guide* (RCPG) includes a Growth Management chapter that provides the demographic forecasts used in the South Coast Air Quality Management District's (SCAQMD's) *Air Quality Management Plan* (AQMP) and that provides a flexible framework to resolve growth-related issues expected in the future. The RCPG's Growth Forecasting Chapter and the Regional Housing Needs Assessment Chapter were both updated in 2002, after the Newhall Ranch Specific Plan Program EIR was originally certified. In addition, SCAQMD released a new AQMP in 2003. Any variation or new information prompted by the update in plans is reflected in the summaries and in the several sections in this EIR impacted by these updates.

In addition to the plans discussed above, the Landmark Village area is subject to the *Water Quality Control Plan (Basin Plan)* [for the] *Los Angeles Region (4)* of the California Regional Water Quality Control Board and the *Congestion Management Program* (CMP) of the Metropolitan Transportation Authority. The CMP was updated in 2002, and therefore any new impacts or information prompted by this update, which occurred after the original certification of the Newhall Ranch Specific Plan Program EIR, will be discussed in **Section 4.7, Traffic/Access**. The Newhall Ranch Specific Plan Program EIR addressed all four of these plans, and is incorporated by reference here, to the extent that they are pertinent.

The Landmark Village tract map site is also subject to state laws and regulations regarding water supply. The Newhall Ranch Specific Plan Program EIR addressed the Specific Plan's consistency with these water supply laws and regulations. Please refer, specifically, to the Newhall Ranch Revised Additional

Analysis, Volume VIII, May 2003, Section 2.5, Water Resources, which is available for public review and inspection at the County of Los Angeles, Department of Regional Planning, 320 W. Temple Street, 13th Floor, Los Angeles, California, and is incorporated by this reference.

The RCPG, AQMP, Basin Plan, CMP, and water supply laws and regulations are summarized below, along with an analysis of the proposed project's consistency with the goals and policies of these plans, programs, laws, and regulations.

(1) Regional Comprehensive Plan and Guide

The RCPG consists of five Core Chapters, which are Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management. These Core Chapters respond directly to federal and state requirements placed on SCAG, with the exception of the Hazardous Waste Management Chapter, and contain mandatory requirements for cities and counties, as well as for projects of regional significance, such as Landmark Village. Under CEQA, local governments must use these requirements as the basis for determining the consistency of local projects of regional significance with the applicable regional plans. SCAG's most recent population, household, and employment forecasts for the North Los Angeles County Council of Governments (NLACOG) subregion are contained in the 2001 Regional Transportation Plan (RTP) (published in April 2001).

The following is a brief discussion of the mandatory sections of the Core Chapters that apply to the proposed project. The Hazardous Waste Management Core Chapter is designed to assist the region's counties and cities in their efforts to plan for current and future hazardous waste management requirements, and it is not applicable at the individual project level; therefore, it is not discussed below. In addition to the Core Chapters, applicable policies of the Open Space Chapter are discussed below.

(a) Growth Management Chapter

There are a number of policies in this chapter that refer to SCAG's mandates in the review of regionally significant projects. Those that are considered applicable to the Landmark Village project are discussed below.

Policy 3.01: The population, housing, and job forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Analysis: Based on SCAG's most recent forecasts, by the year 2025, the Los Angeles region is expected to grow to approximately 22.6 million people, representing 7.4 million

household units and 9.9 million jobs. This growth represents a population increase of 34.5 percent, an increase in housing of 37.9 percent, and an increase in employment of 34.2 percent between the years 2000 and 2025. SCAG's distribution of regional growth was developed through the subregional planning process. Development of the proposed project will accommodate an increase in population of about 3,680¹ persons and 1,444 housing units. The resultant increase in region-wide population is planned and considered negligible. While the proposed project would not create significant or permanent employment opportunities, it would provide new housing in support of existing and new employment opportunities expected to occur in the Santa Clarita Valley. A detailed analysis of the project's consistency with the population and housing forecasts for the North Los Angeles County subregion and City of Santa Clarita is provided in the Newhall Ranch Specific Plan Program EIR. Also refer to **Section 4.9, Air Quality**, of this EIR for additional information on project consistency with demographic forecasts used when preparing the Air Quality Management Plan.

Policy 3.03: The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

Analysis: The proposed Landmark Village project represents the first phase of the Newhall Ranch Specific Plan, which contains backbone water, sewer, and drainage plans that generally identify the size and location of needed infrastructure. The proposed project would be developed over five years as part of Vesting Tentative Tract Map No. 53108, which represents the phasing mechanism used by the Specific Plan to identify the timing and sizing of necessary infrastructure.

Given the existence of the approved Specific Plan, and that the proposed project is located adjacent to existing infrastructure, Landmark Village would represent an orderly progression of development that would aid in implementing the region's growth policies. The proposed project would use various techniques currently available for financing and maintenance of public facilities, streets, and utilities. For example, the applicant could decide to finance the infrastructure and services necessary to serve the project through a Community Facilities District under the provisions of the Mello-Roos Communities Facilities Act of 1982. Such a district is formed to finance designated public services and capital facilities by levying special taxes within the specific plan area.

¹ Based upon County of Los Angeles-provided estimates of 3.17 persons per single-family dwelling, 2.38 persons per multi-family dwelling and per apartment.

While the exact financing method has not yet been decided, the County and the property owner/developer must mutually agree to the method and enter into an agreement reflecting the selected financing and maintenance method. As proposed, the project would be consistent with the region's growth policies.

In addition to the mandatory goals of the Growth Management Chapter of the RCPG, listed below are a number of non-mandatory goals used by SCAG. For example, the Growth Management Chapter includes a goal to improve the regional standard of living by developing urban forms that (1) enable individuals to spend less income on housing costs; (2) minimize public and private development costs; (3) enable firms to be more competitive; and (4) strengthen the strategic goal to stimulate the regional economy. Applicable policies related to this RCPG goal include the following:

Policy 3.05: SCAG shall encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

Policy 3.09: SCAG shall support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

Policy 3.10: SCAG shall support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

Analysis: The Landmark Village site is located near existing urban uses that are supported by a full complement of roadways, water, sewer, electricity, natural gas, communications links, cable, and other urban infrastructure. In addition, existing development in the area is served by local law enforcement and fire protection services. As a result, extension of these services to proposed on-site uses would make use of existing facilities. Project residents would generate revenue in the form of property taxes, fees, etc., which would be available to the County to fund public services on site, such as fire and police services, flood control, library services, street maintenance, and wastewater treatment. Revenues for capital improvements would also be generated by the project directly through various forms of development fees, including, but not limited to, bridge and thoroughfare fees, fire facilities fees, sewer annexation and construction fees, and school fees. In addition, the project would build all on-site roadways, potable water, sewer, energy, and communications systems, as well as share in the upgrade of all affected roadways. Financing mechanisms for needed on-site infrastructure improvements and supporting public service facilities could possibly include, but are not limited to, private financing,

assessment districts, fee districts, and Mello-Roos districts. As such, the project is consistent with these RCPG policies.

The Growth Management Chapter also includes a goal to improve the regional quality of life by developing urban forms that (1) enhance quality of life; (2) accommodate a diversity of lifestyles; (3) preserve open space and natural resources; (4) are aesthetically pleasing and preserve the character of communities; and (5) enhance the strategic goal of maintaining the regional quality of life. Applicable policies related to this RCPG goal include:

Policy 3.12: SCAG shall encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

Policy 3.14: SCAG shall support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.

Analysis: Two major transit carriers serve the Landmark Village project study area, the Santa Clarita Transit (SCT) system operated by the City of Santa Clarita and Metrolink operated by the Southern California Regional Rail Authority (SCRRA). The SCT largely serves the Santa Clarita Valley, while Metrolink currently serves Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego Counties.

The SCT route passes the tract map site via SR-126 and provides service to the Santa Clarita and Newhall Metrolink Stations, the Valencia Industrial and Commerce Centers, and the Valencia Town Center area. Buses run every 30 minutes. Route 2 connects with other bus routes at McBean Transfer Station, and connects with commuter trains at the Jan Heidt Metrolink Station in Newhall. Major destinations along Route 2 are Soledad Entertainment Center, Newhall, Newhall Metrolink Station, Valencia Town Center, Valencia Industrial Center, Valencia Commerce Center, and Val Verde.

SCT commuter buses provide regional service to downtown Los Angeles, the San Fernando Valley and the Antelope Valley. Specifically, commuter bus service is provided to the following locations: Olive View Medical Center in Sylmar (Route 790), Chatsworth Metrolink/Amtrak Station – Warner Center (Route 791), UCLA/Westwood – Century City (Routes 792 and 797), Van Nuys – Sherman Oaks (Routes 793 and 798), Los Angeles Union Station/Gateway Transit Center (Route 794), Vincent Grade/Acton

Metrolink Station and Lancaster Metrolink Station (Route 795), Warner Center (Route 796), and downtown Los Angeles – 7th and Spring Streets (Route 799).

The proposed project is consistent with these transit policies because it would place development in an area presently served by local and regional transit. It can also be considered consistent because of its extensive pedestrian and bicycle trails network, which are linked to adjacent uses and roadways. This network would provide project residents with a combination of transportation modes including bicycling, walking, and driving. Furthermore, because the project has been designed to provide housing that would support existing and new employment opportunities that are projected to occur in the Santa Clarita Valley, it could reduce travel distances and could create opportunities for employees to walk and bike to work.

Policy 3.17: SCAG shall support and encourage settlement patterns, which contain a range of urban densities.

Policy 3.18: Encourage planned development in locations least likely to cause environmental impact.

Policy 3.19: SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.

Analysis: The Landmark Village tract map site is largely disturbed due to ongoing agricultural activity and is planned for development as part of the Newhall Ranch Specific Plan, which implements the goals and policies of the Los Angeles County General Plan and Santa Clarita Valley Area Plan on a focused, site-specific basis. The approved Newhall Ranch project site is located adjacent to developed uses and is subject to the provisions of the Specific Plan. The Specific Plan contains a conceptual development plan, development regulations, design guidelines, and implementation mechanisms consistent with the goals, objectives, and policies of the Los Angeles County General Plan and Santa Clarita Valley Area Plan, including those directed towards protection of open space and natural resources.

The project design was developed consistent with the Resource Management Plan (Section 2.6 of the Specific Plan) and the resource conservation objectives of the Specific Plan. Design considerations included establishment of an adequate buffer between residential uses and sensitive resources to enhance the habitat value of the natural area and preserve the river resources. To this end, roughly 38 acres of the Landmark Village project site would be dedicated to open space. The Landmark Village project would also

construct a Community Park consistent with the Specific Plan as well as trails and major utility easements that function as a separation between development areas south of the SR 126 and the Santa Clara River. For these reasons, the project is consistent with these RCPG policies.

Policy 3.20: SCAG shall support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

Analysis: The Landmark Village tract map site is largely disturbed from ongoing agricultural activity but it is located adjacent to the River Corridor SMA/SEA 23. SEA 23 was originally established along the Santa Clara River to protect the variety of riparian habitat found within and along its corridor. In general terms, the purpose of designating SEAs is to maintain and protect areas that possess biotic resources that are uncommon, rare, unique, or critical to the maintenance of wildlife. More specifically, SEA 23 was established to conserve habitat for four federally listed endangered species: (1) unarmored three-spine stickleback, (2) least Bell's vireo, (3) Southwestern pond turtle, and (4) arroyo Southwestern toad in the Santa Clarita Valley.

On May 27, 2003, the County's Board of Supervisors adopted General Plan Amendment No. 94-087-(5), as part of the Board's project approvals for the Newhall Ranch Specific Plan. The General Plan Amendment approved adjustments to the existing boundaries of SEA 23, consistent with General Plan policies requiring protection of natural resources within SEAs. The approved SEA boundary adjustments were found to be consistent with the adopted Specific Plan, which established a Specific Plan "Special Management Area" designation over the adjusted SEA 23 boundaries. Although the adjusted boundaries within SEA 23 were designated as the River Corridor SMA in the adopted Specific Plan, the County's underlying SEA designation remains in effect. In addition, on May 27, 2003, the Board approved program-level SEA CUP No. 94-087-(5) (SEA CUP). The approved SEA CUP allows some Specific Plan development within the SEA boundaries, including bridge crossings (e.g., Long Canyon Road Bridge), trails, bank stabilization, and other improvements.

The proposed Landmark Village project represents the first phase of construction within the Newhall Ranch Specific Plan, and the applicant is planning to construct a number of improvements within the River Corridor SMA/SEA 23 as contemplated by the Program SEA CUP No. 94-087-(5), including the Long Canyon Road Bridge, trails, water quality

basins, bank stabilization, water and sewer utility crossings, storm drain outlets, and potential riparian mitigation sites.

Consistent with the approved SEA CUP, the Landmark Village project has been designed to lessen direct and indirect impacts to the sensitive resources found within the River Corridor SMA/SEA 23. The site plan incorporates a setback to separate natural resources in the River Corridor SMA/SEA 23 from the residential and mixed uses associated with the project. Where improvements must be constructed in the River Corridor SMA/SEA 23, they have been sensitively designed to minimize permanent disturbance.

The drainage concept for Landmark Village proposes the use of buried bank stabilization where necessary to protect against erosion except at bridge crossings, where exposed grouted rip-rap or reinforced concrete would be used. Buried bank stabilization is a modern technique used to protect development from erosion and flooding while maintaining soft banks containing natural vegetation. Construction of the bank stabilization would cause temporary impacts, but once re-planted with natural vegetation, the disturbed areas return to a natural condition, thereby, avoiding permanent impacts to the river channel. Moreover, the existing river channel width that carries the ordinary 2-, 5-, and 10-year flood events would be completely spanned by the Long Canyon Road Bridge. Consequently, under most circumstances, project improvements would not hinder river flows or reduce the area of the floodplain. Instead, these flows would spread across the river channel, unaffected by the bank protection and bridge abutments.

The Landmark Village tract map site would also introduce people and animals into this resource area as the project would implement a segment of the River Trail as identified by the Master Trails Plan of the Newhall Ranch Specific Plan. However, access to trails in the River Corridor SMA/SEA 23 must be restricted to daytime hours as defined by the management component of the Resource Management Plan (see Section 2.6 of the Newhall Ranch Specific Plan). In addition, the River Trail is separated from the natural resources by fencing or other barriers to discourage intrusion into natural areas. Based on the above, the project is considered consistent with these policies.

Please refer to this EIR, **Section 4.4, Biota**, for additional information on the sensitive biological resources found on and in the vicinity of the proposed project.

Policy 3.21: SCAG shall encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

Analysis: Please refer to this EIR, **Section 4.22, Cultural/Paleontological Resources**, for information on cultural and archaeological resources on the project site and any measures required by *CEQA Guidelines* or other regulatory provisions necessary to protect them.

Policy 3.22: SCAG shall discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

Policy 3.23: SCAG shall encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

Analysis: The Landmark Village tract map site is flat and site development would not expose people to hazards associated with steep slopes. As with all areas in Southern California, the site is subject to seismic hazards associated with local and regional fault systems and uses on the site would be subject to building codes addressing seismic hazards. The site is located adjacent to the Santa Clara River and portions of the site are within the Federal Emergency Management Act (FEMA) 100-year flood boundary. The project contains a drainage concept that would protect people and development from flood hazards. In addition, the Los Angeles County Fire Department designates the project site as a Very High Fire Hazard Severity Zone (formerly called Fire Zone 4), so the project would be subject to Section 1117.2.1 of the County Fire Code, which requires preparation of a Wildfire Fuel Modification Plan, landscape plan, and irrigation plan for developed areas.

The proposed project has been designed consistent with the Land Use Plan component of the Newhall Ranch Specific Plan. Less sensitive Commercial and Medium-Density residential uses are planned along SR-126. In addition, mitigation measures have been incorporated into this EIR that will minimize impacts to those residential units closest to SR-126, San Martinez Grande, and Chiquito Canyon Road.

As described above under Policy 3.20, the Landmark Village tract map site is disturbed from ongoing agricultural activity but is located adjacent to sensitive resources in the River Corridor SMA/SEA 23. The project itself has been designed to minimize impacts to sensitive resources. Where necessary, mitigation measures have been proposed, which

would reduce impacts to sensitive biological and ecological resources to the extent feasible.

In summary, hazards to the project associated with wildfires, flooding and seismic events would be reduced to less than significant levels through compliance with building and fire codes, as required by the County of Los Angeles. Impacts associated with roadway noise and disturbance to natural resources are addressed through site design and implementation of recommended mitigation measures in this EIR. Please refer to this EIR, **Section 4.1, Geotechnical and Soil Resources; Section 4.2, Hydrology; Section 4.4, Biota; Section 4.8, Noise; and Section 4.14, Fire Protection Services**, for additional information on the Landmark Village development plans.

The Growth Management Chapter also includes a goal to provide social, political, and cultural equity. This goal avoids economic and social polarization by promoting a regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended to guide direction of this goal, and does not, however, infer regional mandates and interference with local land use powers. Applicable policies related to this RCPG goal include:

Policy 3.24: Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluating in the Regional Housing Needs Assessment.

Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational services, law enforcement, and fire protection.

Analysis: SCAG prepares the Regional Housing Needs Assessment (RHNA) for a six-county region that includes Ventura, Los Angeles, San Bernardino, Riverside, Orange and Imperial Counties and some 150 local governments. The RHNA defines the housing need allocation for each member local government in Southern California, including Los Angeles County. This total need is divided into housing construction need for households in four broad income categories: very low (households making less than 50 percent of median-family income), low (50–80 percent of median-family income), moderate (80–120 percent of median-family income), and above moderate (more than 120 percent of median-family income). For the unincorporated area, this need has been

determined to be 9,019 units of very low-income housing, 7,519 units of low-income housing, 9,859 units of moderate-income housing, and 25,835 units of above moderate-income housing.

Section 3.10 of the adopted Newhall Ranch Specific Plan includes an Affordable Housing Program that provides for the direct inclusion of very low, low, and moderate income affordable housing opportunities within the Specific Plan area. At buildout, a total of 2,200 affordable dwelling units would be provided. The Affordable Housing Program includes timing mechanisms and monitoring provisions to ensure that affordable housing is provided concurrent with market rate housing. The applicant is required to identify the number and location of affordable housing units as a condition of tentative or final map approval.

The Landmark Village project proposes a total of 1,444 dwelling units. Approximately 296 units located in the project's Medium Residential, High Residential, and Mixed-Use land use categories would be set aside as affordable under the Affordable Housing Program of the Newhall Ranch Specific Plan. An affirmative marketing program consisting of advertising in newspapers, information flyers, promotional materials, and on-site signage would be used to assure opportunities for local residents. The variety of housing types proposed for the project site, combined with implementation of a portion of the Newhall Ranch Affordable Housing Program, will serve to assist in meeting the County's housing needs, which cover all levels of the economic spectrum.

The Landmark Village project would implement the first phase of the Newhall Ranch Specific Plan, which is a balanced community containing the full range of community and social services. The Landmark Village project site is currently served by one fixed-route transit line (Route 2). The route passes the project site via SR-126 and provides service to the Newhall Metrolink Station, the Valencia Industrial and Commerce Centers, and the Valencia Town Center area. Buses run every 30 minutes. Route 2 connects with other bus routes at McBean Transfer Station, and connects with commuter trains at the Jan Heidt Metrolink Station in Newhall. Major destinations along Route 2 are Soledad Entertainment Center, Newhall, Newhall Metrolink Station, Valencia Town Center, Valencia Industrial Center, Valencia Commerce Center, and Val Verde. Close proximity of the project site to regional transportation modes provides greater opportunity for all members of society access to public education, housing, health care, social and recreational services (provided within and outside of the project), law enforcement, and fire services.

(b) Regional Mobility Chapter/Regional Transportation Plan

The Regional Mobility Chapter is a summary of another SCAG document entitled, Regional Mobility Element (RME). The RME, originally adopted in 1994, is the principal transportation policy, strategy, and objective statement of SCAG, proposing a comprehensive strategy for achieving mobility and air quality mandates. The RME is also referred to as the Regional Transportation Plan (RTP), and it serves as both the federal- and state-required regional long-range transportation plan for the SCAG region. The RTP was most recently updated in 2001. The RTP is the guide for developing the federal and state Regional Transportation Improvement Program (RTIP), which is a seven-year program for regional transportation improvements for highways, transit, and aviation. The RTIP is aimed at improving the overall efficiency and people-moving capabilities of the existing transportation system.

The Regional Mobility Chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations.

Goals relevant to the Landmark Village project are listed below along with an analysis of the project's consistency with them.

Goals:

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:

Mobility – Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movement of people and goods.

- Average Work Trip Travel Time in Minutes – 25 minutes (Auto)
- PM Peak Freeway Travel Speed – 45 minutes (Transit)
- PM Peak Non-Freeway Travel Speed
- Percent of PM Peak Travel in Delay (Freeway)
- Percent of PM Peak Travel in Delay (Non-Freeway)

Accessibility – Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- Work Opportunities within 45 minutes door to door travel time (Mode Neutral)
- Average transit access time

Environment – Transportation system should sustain development and preservation of the existing system and the environment. (All Trips).

- CO, ROG, NO_x, PM₁₀, and PM_{2.5} – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements.

Reliability – Transportation system should have reasonable and dependable levels of service by mode. (All Trips).

- Transit – 63%
- Highway – 76%

Safety – Transportation systems should provide minimal accident, death, and injury. (All Trips).

- Fatalities Per Million Passenger Miles – 0
- Injury Accidents – 0

Equity/Environmental Justice – The benefits of transportation investments should be equitably distributed among all ethnic, age, and income groups. (All Trips).

- By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles

Cost-Effectiveness – Maximize return on transportation investments. (All Trips) Air Quality, Mobility, Accessibility, and Safety.

- Return on Total Investment – Optimize return on Transportation Investments
- Transportation investments shall mitigate environmental impacts to an acceptable level.

Analysis: The Landmark Village tract map is proposed to accommodate projected regional growth in a location that is adjacent to existing and planned infrastructure, urban services, transportation corridors, and major employment centers. Because the project has been designed to provide housing that would support existing and new employment opportunities that are projected to occur in the Santa Clarita Valley, it could reduce travel distances and could create opportunities for employees to walk and bike to work, thereby reducing vehicle miles traveled (VMT). The project also includes a mobility system that includes alternatives to automobile use, such as an extensive pedestrian, equestrian and bicycle trail system. The trails provide linkages from homes at the site to important destinations within the community, such as the school and park, recreation centers, and nearby commercial developments. The project would provide safe and convenient access to the local bus system and to the Metrolink commuter train station in Newhall. By

providing for convenient access to public transit opportunities, the project would help to minimize travel time to work.

The proposed project would preserve the environment by providing for needed housing and opportunities to work closer to home. The shorter travel distances will reduce VMT and associated emissions by shortening the distance between home and work and providing safe and convenient access to public transit opportunities. Please refer to this EIR, **Section 4.7, Traffic/Access**, and **Section 4.9, Air Quality**, for a further discussion of traffic and air quality impacts associated with project-related traffic.

A traffic study for the Landmark Village project has been prepared and is discussed fully in this EIR, **Section 4.7, Traffic/Access**. The study evaluates project-related, as well as long-term, Santa Clarita Valley buildout traffic impacts on local and regional road networks.

The project includes a number of on- and off-site transportation system management actions, such as traffic signals and intersection improvements to speed the flow of traffic. Mitigation measures are proposed for traffic improvements and traffic signals, and comply with the requirements of the County's Congestion Management Program (discussed below). As a result, the project is consistent with these RTP policies.

(c) Air Quality Chapter

The Air Quality Chapter of the RCPG is intended to facilitate an improved standard of living by encouraging sustained economic growth along with an improvement in air quality through the creation of new industries and products required to achieve cleaner air and by providing adequate transportation for all residents while meeting clean air goals.

The project's consistency with the requirements of the South Coast AQMP is discussed later in this section. As stated in the Air Quality Chapter, SCAG is responsible for preparing and approving the portions of the AQMP which relate to the following: regional demographic projections and integrated regional land use; housing, employment, and transportation programs; control measures; and strategies.

The RCPG Air Quality Chapter core actions related to the proposed project include the following:

Goal 5.07: Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle miles traveled/emissions fees) so that options to command and control regulations can be assessed.

Goal 5.11: Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

Analysis: The Landmark Village tract map site proposes the construction of an arterial street/infrastructure system and a network of pedestrian and bicycle trails that would provide for local travel by a combination of transportation modes, including bicycles, walking, bus transit, commuter rail service, and automobiles. The project also incorporates bus pull-ins, as necessary, to accommodate bus-related transit and proposes to fund its fair share of infrastructure improvements required off site through the payment of fees. As indicated in this EIR, **Section 4.7, Traffic/Access**, funding and construction of main-line freeway capacity (i.e., I-5 and SR-14) and interchanges with other regional highways (i.e., I-5 at SR-126) is provided by existing sources of tax revenue and by Caltrans through allocations made by the Metropolitan Transportation Authority (MTA). Existing funding sources include state and federal gas taxes and Los Angeles County Proposition A and C sales taxes. As transportation improvements are constructed over the life of the project, the desire to improve air quality while providing adequate transportation infrastructure can be facilitated. Consequently, the project favorably addresses this issue.

As indicated above, the project proposes a pattern of development that includes a wide range of housing unit types and job-creating uses. These uses would be linked by an arterial street system and a pedestrian and bicycle trails network that provide for local travel by a combination of transportation modes, including bicycles, walking, bus transit, and automobiles. The project has been designed to provide future residents of the site with employment opportunities and services within proximity to the project, through the inclusion of the commercial site. Access to the community-wide trail system promotes an efficient means of access to these uses; therefore, VMT and air pollutant emissions can be minimized. Furthermore, the project is located in close proximity and adjacent to existing job centers (e.g., Valencia Commerce Center, Industrial Center, Town Center, and Corporate Center) which would help to reduce the need for long commutes from the site to more distant employment centers in Ventura County, the San Fernando Valley, and beyond. As a result, VMT and, consequently, air pollution emissions would be minimized. Based on this information, the proposed project favorably addresses the above-noted air quality core actions.

For detailed discussion of this project's AQMP consistency, refer to this EIR, **Section 4.9, Air Quality**.

(d) Water Quality Chapter

The stated purpose of this chapter is to provide a regional perspective on current water quality issues and the plans and programs for addressing these issues. In addition, the chapter identifies the current water quality goals and objectives for the region under existing law and provides a framework for ensuring that growth in wastewater treatment capacity is consistent with regional growth projections. The specific objectives for water quality in the region are identified in the various Regional Water Quality Control Board (RWQCB) *Water Quality Control Plans* (Basin Plans), discussed later in this section.

The two primary goals are:

1. To restore and maintain the chemical, physical, and biological integrity of the nation's water (federal Clean Water Act); and
2. To achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters (state Porter-Cologne Water Quality Act).

The Water Quality Chapter contains the following policy that is pertinent to the proposed project:

Policy 11.07: Encourage water reclamation throughout the region where it is cost effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

Analysis: The Landmark Village tract map site proposes the use of reclaimed water for landscape irrigation purposes, consistent with the Public Services and Facilities Plan of the Newhall Ranch Specific Plan. The project is considered consistent with this policy. For more information see this EIR, **Section 4.11, Wastewater Disposal**.

(e) Hazardous Waste Chapter

The Hazardous Waste Management Core Chapter is designed to assist the region's counties and cities in their efforts to plan for current and future hazardous waste management requirements and, as such, it is not applicable at the individual project level. If hazardous wastes are generated during the construction process, compliance with applicable codes and the National Pollutant Discharge Elimination System (NPDES) requirements will mitigate potential hazards and, therefore, the project is considered consistent

with this chapter. For more information regarding hazardous waste management policies, see this EIR, **Section 4.21, Environmental Safety**.

(f) Open Space Chapter

The following policies, related to the proposed project's relationship to outdoor recreation, public health and safety, and resource protection, are identified in the Open Space Chapter of the RCPG.

Policy 9.02: Increase the accessibility to open space lands for outdoor recreation.

Policy 9.03: Promote self-sustaining regional recreation resources and facilities.

Analysis: The Landmark Village tract map site provides a variety of open space for both passive and active recreation. Consistent with the Specific Plan's Community Park Land Use Overlay designation, the project provides a 16-acre Community Park that contains both active and passive recreational areas. The project also implements a segment of the Regional River Trail and Community Trails identified in the Specific Plan's Master Trails Plan. A river outlook point is located in the passive area of the Community Park, which is accessed by both the Regional River Trail and the Community Trail system. Thus, the proposed project is considered consistent with outdoor recreation and public health and safety policies identified in the Open Space Chapter of the RCPG. For more information regarding open space and recreational land uses, please see **Section 4.16, Parks and Recreation**, in this EIR.

Policy 9.04: Maintain open space for adequate protection of lives and properties against natural and man-made hazards.

Policy 9.05: Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.

Analysis: Open spaces proposed within the Landmark Village project site would be maintained and owned by a Homeowners Association or the County of Los Angeles to ensure that open space areas protect both persons and properties against natural and manmade hazards. Implementation of geotechnical reports and drainage concepts as well as review of plans by the Los Angeles County Sheriff and Fire Departments will ensure that development located in areas susceptible to flooding, earthquakes, and wildfire hazards are constructed and situated so as to minimize and avoid potential hazards.

Subsequently, the proposed project is considered consistent with Policies 9.04 and 9.05 of the Open Space Chapter of the RCPG. For more information about development plans to minimize potential hazards, please see this EIR, **Section 4.1, Geotechnical and Soil Resources**, and **Section 4.2, Hydrology**.

Policy 9.07: Maintain adequate viable resource production land, particularly lands devoted to commercial agriculture and mining operations.

Analysis: The Landmark Village tract map site is presently cultivated with row crops. Site development as proposed would result in the loss of 292 acres of active farmland. The economic and agricultural productivity of the Landmark Village site is constrained, as the property is isolated from nearby agricultural lands by the presence of SR-126 and the Santa Clara River. The loss of 292 acres of agricultural land for development of Landmark Village represents a significant unavoidable impact that was considered in the CEQA Findings adopted by the County Board of Supervisors for the Newhall Ranch Specific Plan.

A number of overriding economic, legal, social technological and other considerations were identified in the Statement of Overriding Considerations to determine that these benefits outweighed the loss of this agricultural land. The Landmark Village project is the first subdivision map filed under the Specific Plan.

Policy 9.08: Develop well-managed viable ecosystems or known habitats of rare, threatened, and endangered species, including wetlands.

Analysis: The Landmark Village project site has been designed to minimize direct and indirect impacts to the sensitive resources found within the River Corridor SMA/SEA 23. For example, the site plan incorporates a setback to separate natural resources in the River Corridor SMA/SEA 23 from the residential and mixed uses associated with the project. Where improvements must be constructed in the River Corridor SMA/SEA 23, they have been sensitively designed to minimize permanent disturbance. Mitigation measures have been incorporated into the proposed project (**Section 4.4, Biota**) to minimize impacts on the endangered species, which reside in the Santa Clara River. Consequently, the proposed project is considered consistent with Policy 9.08 of the Open Space Chapter of the RCPG.

(2) Air Quality Management Plan

The intent of the AQMP is to establish a comprehensive program that will result in the achievement of federal and state air quality standards. The Landmark Village site is located in the SCAB, which, at the time of this writing, fails to meet the National Ambient Air Quality Standards (NAAQS) established under the federal Clean Air Act. The SCAB is classified by the U.S. Environmental Protection Agency (U.S. EPA) as an extreme nonattainment area for ozone (the only area in the nation to be classified as such), a serious nonattainment area for PM₁₀, and a nonattainment area for nitrogen oxide (NO₂).

The AQMP suggests that a determination of a project's consistency with the goals and policies of the AQMP can be measured against the "Population Number and Location"² projected for a given area. SCAG projects that the Santa Clarita Valley (including the proposed project site) will undergo sustained growth through the year 2020. As mandated by the federal Clean Air Act (Section 176(c), 42 U.S.C. (Section 7506), SCAG is the responsible agency for providing current population estimates, which are then used to investigate how population increases are accommodated, and whether the project is planned in a way that results in the minimization of VMT, and consequently air pollutant emissions, so that the project is consistent with the AQMP.³

Analysis: The Landmark Village tract map site is proposed to contain a range of housing unit types and some limited job creating uses. Such uses would occur adjacent to the extension of Long Canyon and Wolcott Roads, which are linked by an arterial street system and a pedestrian and bicycle trails network that promote efficient local travel by a combination of transportation modes including bicycles, walking, bus transit, and automobiles. Because the project has been designed to provide future residents of the site with parkland, open space, and access to trails, VMT and air pollutant emissions can be minimized. Furthermore, the project is located near existing job centers (e.g., Valencia Commerce Center, Industrial Center, Town Center and Corporate Center), which helps preclude long commutes from the site to more distant employment centers in Ventura County, the San Fernando Valley and beyond; VMT and air pollutant emissions can then be further minimized. Based on this information, the proposed project is considered consistent with the AQMP.

The AQMP consistency analysis presented in the Newhall Ranch Specific Plan Program EIR fully evaluated the Newhall Ranch Specific Plan against the standards of consistency

² South Coast Air Quality Management District. *CEQA Air Quality Handbook* (Diamond Bar, California: South Coast Air Quality Management District, April 1993), Table 12-2, p. 12-5.

³ Ibid.

that apply to the AQMP in effect at that time and found the Specific Plan to be consistent. Since that time, a new AQMP (2003) has been adopted for the SCAB. Because of the new AQMP, an update will be provided to the previous analysis conducted in the Newhall Ranch Specific Plan Program EIR. Please refer to this EIR, **Section 4.9, Air Quality**, for a consistency analysis against the 2003 AQMP.

(3) Water Quality Control Plan (Basin Plan)

The *Basin Plan*, which includes the Santa Clara River and its watershed in the Los Angeles Region, is designed to preserve and enhance water quality and to protect the beneficial uses of all regional waters. This plan has not been updated since the 1995 version relied upon by the Newhall Ranch Specific Plan Program EIR. Therefore, based on *CEQA Guidelines* Section 15385, this analysis incorporates by reference the discussions and analysis contained in the Newhall Ranch Specific Plan Program EIR pertaining to the Basin Plan.

A consistency analysis was presented in the Newhall Ranch Specific Plan Program EIR, which fully evaluated the Specific Plan against the goals, objectives, and policies of the Basin Plan. Given that the proposed Landmark Village project is consistent with the goals, objectives, and land use designations contained in the Specific Plan, prior consistency analysis is still accurate and Landmark Village would not have any effects that were not previously examined in the Newhall Ranch Specific Plan Program EIR. Please see this EIR, **Section 4.2, Hydrology**, and **Section 4.3, Water Quality**, for more detailed discussion of how the project would comply with the Basin Plan's water quality requirements.

(4) Congestion Management Program

The CMP was enacted by the State Legislature to address traffic congestion in California's urbanized counties. The Legislature noted that the existing transportation system relies upon an overcrowded street and highway system that impacts the economic vitality of the state and diminishes the quality of life in many communities. The current CMP for Los Angeles County was adopted in 2002, and it is required by law to be updated biennially.

An overview of the background, purposes, and goals of the CMP is incorporated by reference from the Newhall Ranch Specific Plan Program EIR. Several CMP roadways exist within the vicinity of Newhall Ranch including SR-126 and I-5. SR-126 is designated by the CMP as a State Highway (Arterial), and I-5 is designated as a State Freeway. The CMP consistency analysis presented in the Newhall Ranch Specific Plan Program EIR fully evaluated the Newhall Ranch Specific Plan and found the Specific Plan to be consistent with the 1995 CMP. Since that time, a more recent CMP (2004) has been adopted for Los Angeles County. Because of the new plan, an update will be provided to the previous analysis conducted

in the Newhall Ranch Specific Plan Program EIR. Please refer to this EIR, **Section 4.7, Traffic/Access**, for a consistency analysis against the 2004 CMP.

(5) Water Supply Laws and Regulations

The following laws and regulations govern water supply for the Landmark Village tract map site. As stated above, CLWA is the wholesale public water agency for the Santa Clarita Valley, and Valencia Water Company is the retail water company that will serve the Landmark Village tract map site.

(a) Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) is found in the California Water Code, Division 6, Part 2.6, commencing with Section 10610. The UWMP Act requires most water utilities to update and submit to the Department of Water Resources (DWR) an Urban Water Management Plan (UWMP) every five years. A UWMP is required in order for a water supplier to be eligible for the DWR-administered state grants and loans and drought assistance. The UWMP requires information on water usage and demand, water supplies, recycled water, water quality, reliability planning, demand management measures, best management practices, and water shortage contingency planning. CLWA, Newhall County Water District, CLWA Santa Clarita Water Division, and Valencia Water Company jointly prepared the 2005 UWMP for the CLWA service area, which includes the service areas of the local retail water purveyors. The 2005 UWMP was approved by CLWA and the local water purveyors in December 2005 (see Recirculated Draft EIR **Appendix 4.10**). The regional 2005 UWMP builds upon previous documents, specifically the 2000 UWMP, as amended in 2005 by the “Groundwater Perchlorate Contamination Amendment and Other Amendments.”

The adopted 2005 UWMP is the subject of a legal challenge filed in Ventura County Superior Court (*California Water Impact Network, et al. v. Castaic Lake Water Agency, et al.*, Civ. No. CIV-239359) on February 27, 2006. The 2005 UWMP remains valid while the litigation is pending; however, the litigation nonetheless creates uncertainty over the ultimate validity of that plan.

Please refer to **Section 4.10, Water Service**, of this EIR for information on the Landmark Village project water demand and supplies. This section refers to the 2005 UWMP, but does not rely only on that plan for water use, demand and supply information for the Santa Clarita Valley. Instead, the Landmark Village Water Service section evaluated the existing conditions, potential impacts, and mitigation measures associated with the supply of water to the Landmark Village project site based on numerous documents addressing water use, demand, and supply in the Santa Clarita Valley. These documents are referenced under the **Existing Conditions** heading in **Section 4.10, Water Service**, of this EIR. In addition, the referenced documents are provided either in Recirculated Draft EIR **Appendix 4.10**, the

Landmark Village Final EIR, or the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan Draft Joint Environmental Impact Statement and Environmental Impact Report.

(b) Water Requirements (Senate Bill 610/Water Code Section 10910)

In 2001, the California Legislature amended legislation concerning water supply planning efforts in the State of California. Codified at Water Code Section 10910 *et seq.*, the law coordinates local water supply and land use decisions to assist California's cities and counties with respect to water supplies. Section 10910 requires cities and counties to prepare Water Supply Assessments (WSA) when considering approval of certain development projects in order to determine whether projected water supplies can meet the project's anticipated water demand, in conjunction with other planned and future water demands. The projects for which WSAs must be prepared include (a) a residential development of more than 500 dwelling units; (b) a shopping center or business employing more than 1,000 people or having more than 500,000 square feet of floor space; (c) a commercial office building employing more than 1,000 people or having more than 250,000 square feet; (d) a hotel or motel with more than 500 rooms; (e) an industrial or manufacturing establishment housing more than 1,000 people or having more than 650,000 square feet or 40 acres; (f) a mixed-use project containing any of the foregoing; or (g) any other project that would have a water demand at least equal to a 500-dwelling-unit project.

The WSA, which also is required as part of the CEQA process, must include identification of existing water supply assessments, water rights, or water service contracts relevant to the identified water supply for the proposed project and water received in prior years pursuant to those entitlements, rights, and contracts. If the water demand for the proposed development has been accounted for in a recently adopted UWMP, the water supplier may incorporate information contained in the UWMP to satisfy certain requirements of a WSA. If a water supply for a proposed project includes groundwater, additional groundwater-related information must also be included in the WSA.

Because the proposed Landmark Village tract map site includes construction of 1,444 residential dwelling units (308 single-family units, 1,136 multi-family units) and 1,033,000 square feet of mixed-use/commercial uses, the proposed project meets the above-described requirements for preparation of a WSA. A WSA for the Landmark Village project was prepared by Valencia Water Company. A copy of the revised WSA, which is incorporated by this reference, is included in Recirculated Draft EIR **Appendix 4.10**.

(c) Additional Water Requirements (Senate Bill 221/Government Code Section 66473.7)

In 2001, the California Legislature amended the Subdivision Map Act to include water supply and availability conditions for certain map approvals. Codified at Government Code Section 66473.7, in general, a legislative body of a city or county that is considering a tentative map for a proposed residential development subdivision of more than 500 dwelling units must include a map condition requiring that a sufficient water supply be available to satisfy the demands of the proposed subdivision. Under the law, “sufficient water supply” means the total water supplies available during normal, single-dry and multi-dry years within a 20-year projection that will meet the projected demand associated with the proposed subdivision, in addition to existing and planned future uses, including, but not limited to, agricultural and industrial uses. Proof of the availability of a sufficient water supply must be based on a “written verification” from the applicable water supplier. This written water verification is the mechanism for satisfying the map condition.

Because the proposed Landmark Village tract map site includes construction of 1,444 residential dwelling units (308 single-family units, 1,136 multi-family units), the proposed project meets the above-described requirement for a tentative map condition requiring verification of a sufficient water supply. Valencia Water Company is the retail water supplier that will serve the Landmark Village tract map site; and, therefore, Valencia will provide the required water verification in order to comply with the Landmark Village tentative map condition.